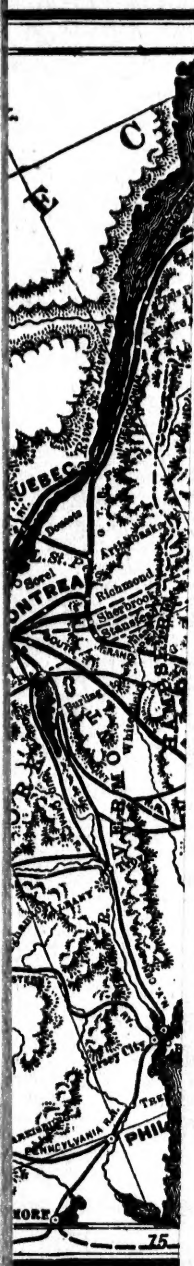
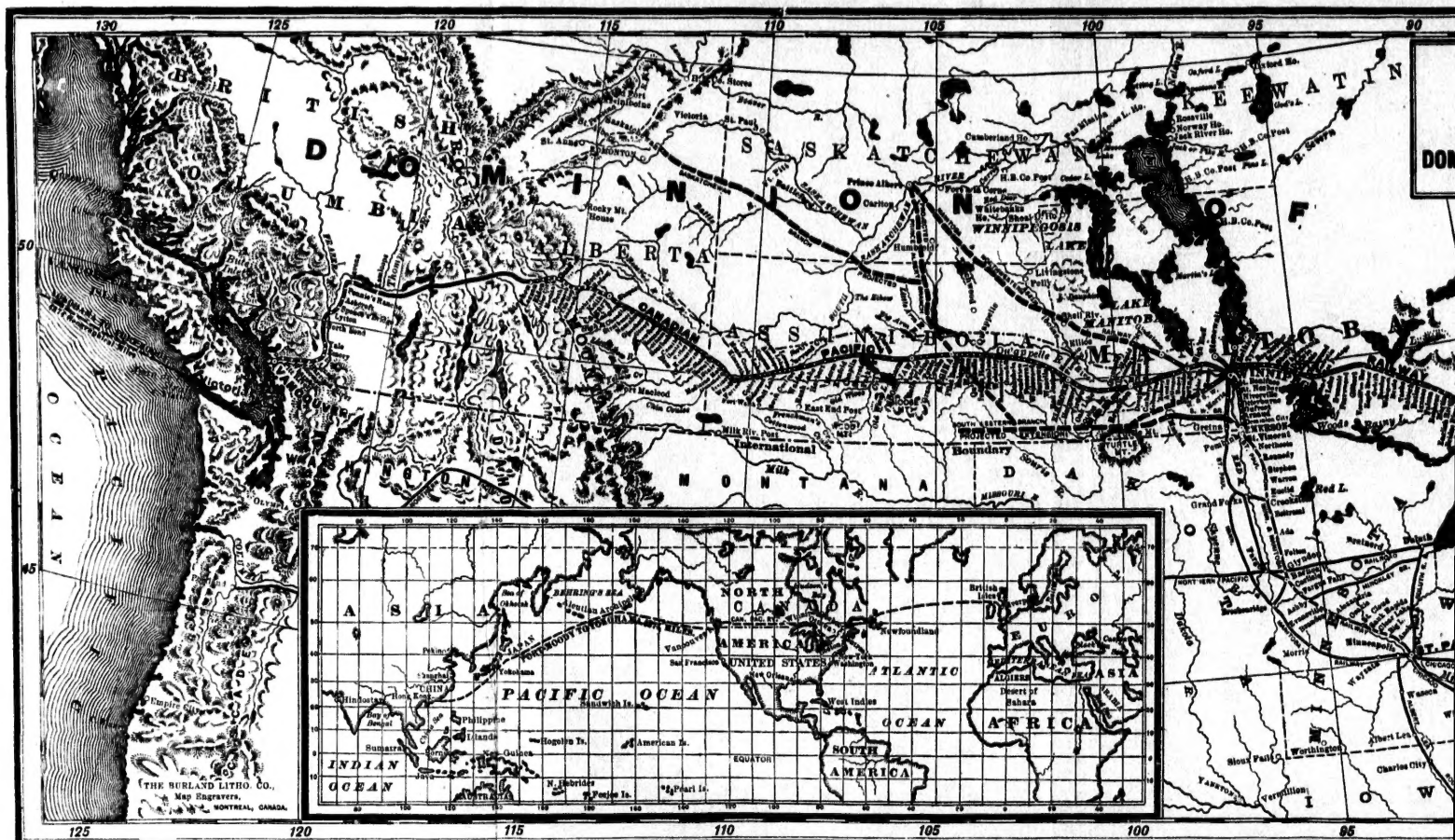


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**MAP
OF
PART OF THE
DOMINION OF CANADA.**

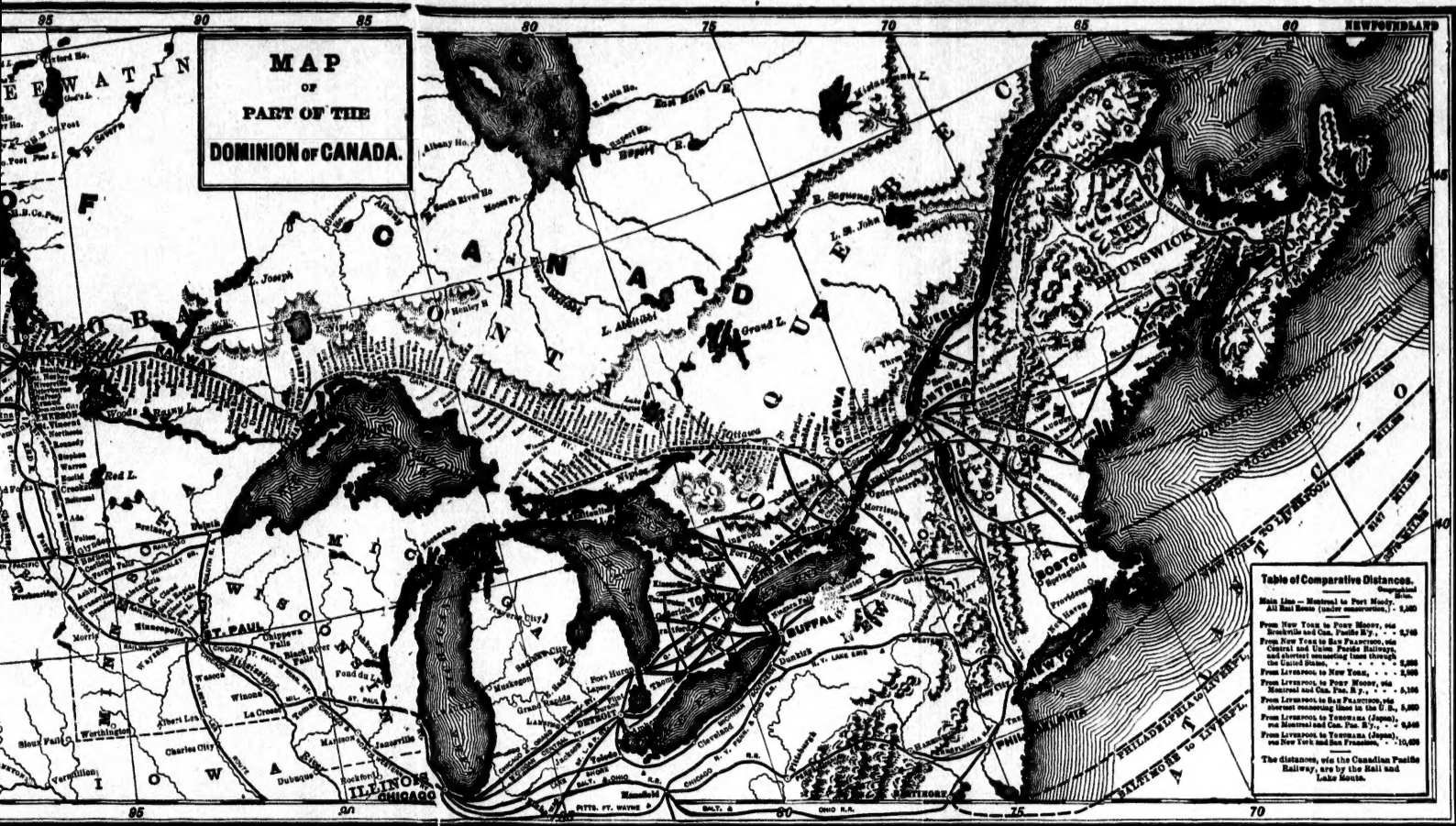


Table of Comparative Distances.

Main Line - Montreal to Port Huron.

All Rail Routes (under same management) - 5,200

From New York to Port Huron, via

Brookville and Can. Pacific R.R. - 5,700

From New York to Port Huron, via

Central and Union Pacific Railways, and

shortest connecting lines through

the Great Lakes, - 5,200

From Montreal to New York, - 5,200

From Montreal to Port Huron, via

Montreal and Can. Pac. R.R. - 5,100

From Montreal to Port Huron, via

shortest connecting lines in the U. S., - 5,200

From Montreal to Toronto (Japan),

via Montreal and Can. Pac. R.R., - 5,200

From Montreal to Toronto (Japan),

via New York and San Francisco, - 10,000

The distances, via the Canadian Pacific

Railway, are by the Rail and

Lake Route.

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CANADA.

TWO SPEECHES OF THE MARQUIS OF LANSDOWNE.

Three Governors-General of Canada, have successively made prolonged journeys to the North-West of Canada, crossing the continent to the Pacific Ocean; and each, in a speech in Winnipeg, has given the result of his impressions. LORD DUFFERIN went in 1877, proceeding by American Railways to the point of Fisher's Landing, in Minnesota; thence by the tedious yet picturesque, and by no means uncomfortable mode of conveyance afforded by a Red River steamer, down the Red Lake River to Grand Forks; thence by the Red River proper to Winnipeg; and thence by means of the ordinary conveyances of the country, with Métis for attendants, he made prolonged journeys on the plains. In 1881, the MARQUIS OF LORNE made a similar journey, proceeding by the lakes to Thunder Bay, and thence to Winnipeg by nine miles of ordinary road, one hundred and sixty miles of water, and three hundred and twenty-five by rail. He proceeded west from Winnipeg one hundred and fifteen miles by rail, and thence by waggon and horses, camping out on the prairies by night, he crossed the second and third steppes and reached the base of the Rocky Mountains. The MARQUIS OF LANSDOWNE, in the summer of 1885, found the rail nearly continuous across the Continent, the last spike being driven within a few weeks after his return.

The speech made by each at Winnipeg, relating his impressions, was remarkable. LORD DUFFERIN was more than usually eloquent, and after describing the almost wonders of travel before reaching Winnipeg, he said:—

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"From its geographical position, and its peculiar characteristics, Manitoba may be regarded as the keystone of that mighty arch of sister Provinces which spans the continent from the Atlantic to the Pacific. It was here that Canada, emerging from her woods and forests, first gazed upon her rolling prairies and unexplored North-West, and learnt as by an unexpected revelation that her historical territories of the Canadas, her eastern seaboard of New Brunswick, Labrador, and Nova Scotia, her Laurentian lakes and valleys, corn lands and pastures, though themselves more extensive than half a dozen European kingdoms, were but the vestibules and antechambers to that till then undreamt of Dominion, whose illimitable dimensions alike confound the arithmetic of the surveyors and the verification of the explorer. It was hence that, counting her past achievements as but the preface and prelude to her future exertions and expanding destinies, she took a fresh departure, received the afflatus of a more imperial inspiration, and felt herself no longer a mere settler along the banks of a single river, but the owner of half a continent, and in the magnitude of her possession, in the wealth of her resources, in the sinews of her material right, the peer of any power on earth."

The following are extracts from the speech of the MARQUIS OF LORNE, describing his impressions :—

"Beautiful as are the numberless lakes and illimitable forests of Keewatin—the land of the north wind to the east of you—yet it was pleasant to 'get behind the north wind' and to reach your open plains. The contrast is great between the utterly silent and shadowy solitudes of the pine and fir forests, and the sunlit and breezy ocean of meadow-land, voiceful with the music of birds, which stretches onward from the neighbourhood of your city. In Keewatin, the lumber industry and mining enterprise can alone be looked for, and here it is impossible to imagine any kind of work which shall not produce results equal to those attained in any of the great cities in the world. Unknown a few years ago, except for some differences which had arisen amongst its people, we see Winnipeg now with a population unanimously joining in happy concord, and rapidly lifting it to the front rank amongst the commercial centres of the Continent. We may look in vain elsewhere for a situation so favourable and commanding, many as are the fair regions of which we can boast.

"Nowhere can you find a situation whose natural advantages promise so great a future as that which seems ensured to Manitoba and to Winnipeg, the heart city of our Dominion. The measureless meadows which commence here, stretch without interruption of their good soil westward to your boundary. The Province is a green sea over which the summer winds pass in waves of rich grasses and flowers, and on this vast extent it is only as yet here and there that a yellow patch shows some gigantic wheat field.

"Like a great net cast over the whole are the bands and clumps of poplar wood which are everywhere to be met with, and which, no doubt, when the prairie fires are more carefully guarded against, will, wherever they are wanted, still further adorn the landscape. The meshes of this wood netting are never further than twenty or thirty miles apart. Little hay swamps and sparkling lakelets teeming with wild fowl are always close at hand, and if the surface water in some of these has alkali, excellent water can always be had in others by the simple process of digging for it a short distance beneath the sod with a spade, the soil being so devoid of stones that it is not even necessary to use a pick. No wonder that under these circumstances we hear no croaking. . . .

"There was not one person who had manfully faced the first difficulties—always far less than those to be encountered in the older Provinces—but said that he was getting on well, and he was glad he had come, and he generally added that he believed his bit of the country must be the best, and that he only wished his friends could have the same good fortune, for his expectations were more than realized. It is well to remember that the men who will succeed here, as in every young community, are usually the able-bodied.

"Favourable testimony as to the climate was everywhere given. The heavy night dews throughout the North-West keep the country green when everything is burned to the south, and the steady winter cold, although it sounds formidable when registered by the thermometer, is universally said to be far less trying than the cold to be encountered at the old English Puritan city of Boston, in Massachusetts. It is the moisture in the atmosphere which makes cold tell, and the Englishmen who, with the thermometer at zero, would in his moist atmosphere be shivering, would here find one flannel shirt sufficient clothing while working. . . .

"With the fear of Ontario before my eyes, I would never venture to compare a winter here to those of our greatest Province, but I am bound to mention that when a friend of mine put the question to a party of sixteen Ontario men who had settled in the western portion of Manitoba as to the comparative merits of the cold season of the two provinces, fourteen of them voted for the Manitoba climate, and only two elderly men said that they preferred that of Toronto. . . .

"You have a country whose value it would be insanity to question, and which, to judge from the emigration taking place from the older provinces, will be indissolubly linked with them. It must support a vast population. If we may calculate from the progress we have already made in comparison with our neighbours, we shall have no reason to fear comparison with them on the new areas now open to us. Exclusive of Newfoundland, we have now four million four hundred thousand people, and these, with the exception of the comparatively small numbers as yet in this Province, are restricted to the old area. Yet for the last ten years our increase has been over 18 per cent.,

whereas during the same period all the New England States taken together have shown an increase only of 15 per cent. In the last thirty years in Ohio, the increase has been 61 per cent.; Ontario has had during that space of time 101 per cent. of increase; while Quebec has increased 52 per cent. Manitoba in ten years has increased 289 per cent., a greater rate than any hitherto obtained, and, to judge from this year's experience, is likely to increase to an even more wonderful degree during the following decade."

The two speeches delivered by His Excellency the present Governor General, it is the main object of this pamphlet to reproduce, as containing the careful and guarded and responsible expressions of opinion and observation of an imperial statesman of the acknowledged standing of the MARQUIS of LANSDOWNE.

The length of the main trunk line of the Canadian Pacific Railway from Montreal, the head of Atlantic Ocean navigation, for steamships between five and six thousand tons, to the navigable waters of the Pacific, is as follows:

	STATUTE MILES.
Montreal to Callander	345
Callander to Port Arthur.....	657
Port Arthur to Red River, opposite Winnipeg ..	428
Red River to Savonas' Ferry.....	1,252
Savonas' Ferry to Burrard Inlet	213
	<hr/> 2,895

It may be remarked that the Canadian Pacific Railway Company have in addition six hundred and four miles of branch lines acquired and built, making a total of three thousand four hundred and ninety-nine miles of rail. The total cost of construction, of the Pacific Works proper, was about a hundred and forty millions of dollars. The work of building was unexampled in its rapidity, having in view the great physical obstacles which had to be overcome. The contract with the Company was made in 1880, and the last spike driven in the autumn of 1885.

The following table of comparative distances is of general interest in connection with the completion of the Canadian trans-continental railway:

	STATUTE MILES.
Main Line—Montreal to Vancouver. All rail route.	2,898
From New York to Vancouver, via Brockville and Canadian Pacific Railway	3,158
From New York to San Francisco, via Central and Union Pacific Railways, and shortest connect-	

ing lines through the United States.....	3,331
From Liverpool to Montreal.....	3,043
From Liverpool to New York.....	3,431
From Liverpool to Vancouver, via Montreal and Canadian Pacific Railway.....	5,941
From Liverpool to San Francisco, via shortest connecting lines in the United States.....	6,762
From Liverpool to Yokohama (Japan), via Mon- treal and Canadian Pacific Railway.....	10,977
From Liverpool to Yokohama (Japan), via New York and San Francisco.....	11,990

It will be seen from a comparison of the facts afforded by this table that, by the construction of the Canadian Pacific Railway, even New York, Boston, and Portland will be brought from twenty to one hundred miles nearer the Pacific coast than they are at present by the Union Pacific Railway; and that, while the distance from San Francisco to New York by the Union Pacific is 3,331 miles, the distance from Montreal to the Pacific Ocean by the Canadian is 2,895 miles. Again, compared with the Union Pacific, the Canadian line will shorten the passage from Liverpool to China about a thousand miles. In addition to greater shortness of distance, there are remarkable engineering advantages in favour of the Canadian line as compared with the lines, from New York to San Francisco, traversing the United States. And it is evident from these facts that the Canadian railway in entering into competition for the through traffic between the oceans, will possess, in a very high degree, the essential elements of success.

The conditions thus established are of Imperial as well as of Canadian interest. A new route is thus established between the United Kingdom and the East, available for both military and commercial purposes, even if the Suez Canal was closed. This route is wholly through British territory on the Continent of America, with the open oceans at each of its termini, with two of the best harbours in the world; and coal of superior quality and in great abundance on both coasts; the coal of British Columbia having been demonstrated by tests made by U. S. Naval officers to be by far the most valuable of any found on the Pacific shores for steam-making purposes. The difference in economy in favour of the coal found in British Columbia being that represented by the figures respectively of 1,800 and 2,400 pounds for producing a given quantity of steam.

This conjunction of great advantages of favourable grades and curves and shortness of line, passing through a rich, well watered, agricultural country, bountifully endowed with coal, and with favourable conditions as respects navigation on both sides of the Continent, is already beginning to attract the attention which its importance demands, and leaves no room for reasonable doubt that it will in the near future lead to great commercial development. It is, in fact, a position which is unique in the world, and which must exercise a

marked influence on what has been hitherto called the "Trade of the East," and also of that vast Pacific trade which has been depicted as one of the events of the future, by the author of "Greater Britain."

A table is subjoined of the territorial area of the Provinces and North-West Territory of Canada; the figures of the four old Provinces of Canada being taken from the Introduction to the Census of 1881:

	Sq. MILES.
Prince Edward Island.....	2,133
Nova Scotia	20,907
New Brunswick	27,174
Quebec	188,688
Ontario	181,800
Manitoba	123,200
British Columbia.....	341,305
The Territories.....	2,585,000

Total square miles 3,470,207

It is to be observed that the areas of the great waters, such as the great lakes and rivers of the Upper Provinces and the St. Lawrence, the bays and inlets of the Lower Provinces, are not included in the above table of square miles, these being compiled from census districts established with a view of apportioning population to specific areas of land. The areas of these waters, as nearly as they can be estimated from measurement on the maps, would be about 140,000 square miles, which, added to the areas taken from the census districts, would give a total of over 3,610,000 square miles.

The area of the whole of the continent of Europe is 3,900,000 square miles; the area of the United States, exclusive of Alaska, is 2,933,588 square miles—that of Alaska is 577,390 square miles—combined making 3,510,978 miles. Thus the Dominion is nearly six hundred thousand square miles larger than the United States without Alaska, and nearly eighteen thousand square miles larger than both combined.

The total population of the Dominion by the census of 1881 was 4,324,810, against 3,687,024, as shown by the census of 1871. The population, therefore, may be roughly estimated at a little over four and three quarter millions; and approaching five millions in 1886. The increase in the old Provinces during the decennial is over 18 per cent. The increase for the same Provinces in 1871 over 1861 was over 12 per cent. The number of males in 1881 was 2,188,854; that of the females 2,135,956; there being a preponderance of more than 50,000 males over the females in the Dominion. This has probably arisen from the excess in immigration of males over females; and it is very desirable in the social and economical interests of the Dominion that this difference should be redressed by an increased immigration of females.

Of this population, 478,235 were born in the British Isles and Pos-

sessions; 101,047 in Prince Edward Island; 420,088 in Nova Scotia; 288,265 in New Brunswick; 1,327,809 in Quebec; 1,467,988 in Ontario; 19,590 in Manitoba; 32,275 in British Columbia; 58,430 in the Canadian North-West Territories; 77,753 in the United States; and 53,330 in other countries.

Of the population of the Dominion 641,703 live in cities and towns having a population of over 5,000 inhabitants.

The trade of Canada has very greatly increased since Confederation. At the end of 1868, the first fiscal year after the union, the total exports were \$57,567,888.00; in 1884-5, \$89,238,361.00. In 1868 the total imports were \$73,459,644.00; in 1884-5, \$108,941,486.00. The total trade being in 1868, \$131,027,532.00: and in 1884-5, \$198,179,847.00: and the amount of duties collected was \$19,133,558.99.

Among the exports, the value of animals and their produce was \$26,593,994.00: agricultural products, \$19,120,366.00; and products of the forest, \$22,873,305.00; of the mine, \$3,836,470.00; and of fisheries, \$7,976,313.00.

The total value of the Canadian fisheries in 1884 was \$17,852,721.00 against \$14,499,979.71 in 1880. The value of fish exported in 1885 was \$7,976,313.00. These figures show that by far the largest portion of the product of the fisheries of the Dominion is consumed at home.

It will appear from the comparatively small export of the products of the mine that the vast mineral resources of Canada have scarcely begun to be developed. There has been, however, a considerable consumption of coals in the Dominion.

The total amount of receipts for the Dominion in 1884 was \$95,898,591.42, and the receipts at the credit of the Consolidated Fund were \$31,861,961.73. The payments from the Consolidated Fund were \$31,107,706.25. These two last payments represent the ordinary revenue and expenditure. The total amount of the Funded and Unfunded Debt of Canada on first July 1884 was \$242,482,416.00. Against this amount the Assets held by the Dominion for Sinking Fund, etc., amounted to \$42,629,649.00, making a Net Debt of \$199,852,767. The amount of Net Debt *per capita* was 45.42.

The total interest on the public debt of Canada, chargeable against the Consolidated Fund, for the same year was \$7,700,180.00, or \$1.75 *per capita*.

The total amount expended on Capital Account during the same year amounted to \$16,945,964.00

The Dominion has made great strides in its banking operations since Confederation. The total paid-up Banking Capital, in 1868, the first year after Confederation, was \$28,529,048.00. In December, 1884, it was \$61,605,520.74. The total amount of Deposits in 1868 was \$30,168,556.00. In December, 1884, the total Deposits amounted to \$101,657,737.30.

LORD LANSDOWNE IN BRITISH COLUMBIA.

CIVIC BANQUET IN VICTORIA, OCT. 10th.

HIS EXCELLENCY'S OPINION OF CANADA'S WESTERN PROVINCE.

On the occasion of the visit of His Excellency, the Governor-General of the Dominion of Canada, to British Columbia, he was, on the 10th of October, entertained at a Civic Banquet.

His Worship, R. P. Rithet, Esq., Mayor, occupied the chair. On his right were His Excellency the Governor-General, Sir Culme Seymour, His Honor Mr. Justice Gray, Lord Melgund, E. Crowe Baker, M. P., Hon. Wm. Smithe, Premier of British Columbia, Hon. J. W. Trutch, C. M. G., R. Dunsmuir, Esq., M. P. P., W. C. Ward, Esq., Manager Bank of British Columbia, and others. His Worship was supported on the left by His Honor Lieutenant-Governor Cornwall, Sir Matthew B. Begbie, Chief Justice of the province; Hon. Mr. Hope, N. Shakespeare, M. P., Attorney-General Davie, Capt. Rose, Hon. S. Duck, Capt. Wolfenden, Lieut. Garforth, Capt. Tatlow, Hon. A. N. Richards, Dr. Ash and others.

His Worship proposed the Queen; which was duly responded to, as was also the toast of the Prince of Wales and the Royal Family, the National Anthem and "God Bless the Prince of Wales" being played for each by the band, which was in attendance in the adjoining room.

"His Excellency the Governor-General of Canada," was proposed by His Worship the Mayor of Victoria, being received with great enthusiasm, the band playing "Hail to the Chief" and "Rule Britannia." In proposing this toast His Worship said that he had now the honor and unfeigned pleasure of proposing the guest of the evening. He

felt that it was hardly necessary to preface it with any lengthened remarks to ensure for it a proper reception at the hands of those present as he was sure that he but expressed the sentiments of the people of Victoria, when he said that they have experienced the greatest pleasure in extending to His Excellency a hearty welcome on this his first visit to this province. In availing himself of so early an opportunity of visiting British Columbia and this city, by the Canadian Pacific Railway, His Excellency has shown an interest in this part of the Dominion which is highly gratifying, and he was convinced it was greatly appreciated by the people generally. It was matter for regret, that His Excellency's stay in the city had been a very short one, but he ventured to hope that he may now have become sufficiently interested to create a desire on his part to pay us another and longer visit at an early date, bringing with him Lady Lansdowne.

On rising to respond his Excellency, who was again greeted with cheers, said :

Mr. Mayor and Gentlemen,—You have added this evening one more to the many acts of kindness and hospitality which I have had the pleasure of experiencing at the hands of the citizens of Victoria, and I feel that any acknowledgment which I may be able to offer to you to-night will very imperfectly express my gratitude. We are all of us, sir, upon these occasions inclined to make apologies for shortcomings on our own part. I am afraid I can scarcely make to you the conventional apology of being unaccustomed to public speaking. (Laughter.) I am convinced that those of you who have taken the trouble to watch my progress through the country must be aware that my public utterances have been very frequent, and they may even I am afraid have observed that those utterances have borne a striking family resemblance to each other (laughter). I hope, however, sir, that as the holder of the Queen's commission in this country I shall at least be able to express to you my thanks for the manner in which you have taken advantage of my visit in order to extend to me a welcome of which I deeply appreciate the significance. (Applause). I feel, indeed, that whatever may be my shortcomings I am at least secure of your indulgence as the representative of a sovereign, who having in her public career acquired a knowledge of public affairs greater probably than that of any living statesman, has yet known how to observe in the strictest manner the limits of her constitutional position, (loud applause) a sovereign whose private life has been an example of all those qualities which are dearest to English men and English women throughout the world. It is perhaps true to say that in the eyes of her subjects here she occupies a position distinct from and greater than that which she fills in ours. Because while in our eyes she is regarded primarily as the queen of that little group of islands in which we have our home, in your eyes she stands out clearly as the ruler of that great empire of which Great Britain is but a component part, as the visible proof of that union which connects with Great Britain not only Can-

ada from Prince Edward Island to Vancouver, but also our British Indian, Australasian and African colonies, in one empire, the like of which the world has never seen—no, nor shall see to the end of time. (Great applause.)

For myself, I may say that my visit to British Columbia is the fulfillment of an ambition which has been present to my mind ever since I entered this country. Perhaps having during my first year visited the maritime provinces, and planted a foot on one Canadian ocean, I wished to plant the other foot upon another Canadian ocean during my second year of office. Perhaps I was also tempted by the fact that British Columbia is within my experience the only country in the world with regard to which no visitor has—to me, at any rate—ever complained that his experience fell short of his expectations. (Loud applause.) I need not, however, weary you further with explanations of the reasons which led me to come, and it is, perhaps, enough to say that when I found out that my visit to the North-West was to bring me within two days of the British Columbian coast and that I was actually to travel over a considerable number of miles of British Columbian territory in the mountains, I made up my mind that it would be distasteful to me and discourteous to you if I did not push on as far as the capital of the province.

I may, I think, congratulate myself upon having arrived here under fortunate circumstances. When my friend and predecessor Lord Dufferin visited you nine years ago, I believe that he expressed in his parting word the hope that he might return to you by rail. No doubt Lord Dufferin, whose memory I think is not forgotten here, (loud applause) if the numerous calls which the public service makes upon him ever allow him to take a run over the C. P. R., will be delighted to revisit British Columbia. In the meanwhile I am sure that it will be a pleasure to him to know that after all the anxieties and doubts which we have gone through, his successor has at last made his way from Ottawa to Victoria without leaving Canadian territory, and, save for a few miles upon Canadian rails. Had it not been for an unforeseen spell of bad weather the line would by this time have been open from end to end. It has been a source of great disappointment to me that for this reason I shall be unable on my way back to Canada to take part in the laying of the last rail in accordance with the kindly wish which had been expressed by the directors. Under the genial skies which have lately shone over us the work will progress with renewed rapidity, and I have no doubt whatever that the time which has to elapse before the gap is closed may now be measured, if not by days, certainly by weeks. (Applause.)

I well remember that it was said to me when I was on the point of starting upon my journey across the mountains that the scenery was such that man could not help feeling himself very small when he found himself face to face with its grandeur. There was a great deal of truth in my friend's observation, (hear, hear.) I cannot conceive any

sight more impressive than that of the great barriers which nature has interposed between this province and the rest of the Dominion. But, sir, when we have admitted this may we not say something in acknowledgment of the determination and the skill which man has shown in attacking those barriers, penetrating those mountain fastnesses, and in bridging those raging torrents (loud applause.) For my part while my first feeling disposes me to bow my head reverently before the stupendous monuments which nature has erected in these regions I feel bound to say something for the enterprise and perseverance of those who have carried out this work, undeterred by physical obstacles, in a country throughout a great part of which even the foot of the Indian hunter has not left a trace.

It has given me much pleasure to observe the confidence with which your people look forward to the results which the completion of the line is likely to accomplish for them. For my own part, I do not hesitate to say that, whether we regard it from the point of view of this province or from that of the Dominion, or, again, from that of the British empire, its consequences are likely to be of the utmost moment. To your province, the completion of the line means commercial proximity to the rest of the Dominion; it means an accessible market for the produce of your fisheries, your mines and your forests. Let me say one word more especially in regard to the latter. The subject is one which has occupied my attention a good deal since I have been in the Dominion, partly in consequence of enquiries which have been addressed to me by the Imperial government. The conclusion which has forced itself upon me is to the effect that there is in progress a very considerable and alarming shrinkage in the timber supply of the world. The timber producing countries of the old world are quite unable to supply the demand made upon them. The forest regions of the great republic which adjoin us have, unless we are misinformed, (I speak of course subject to correction in the presence of Colonel Stevens) been depleted to such an extent that the visible supply will not last for more than a very limited number of years. In old Canada the devastation occasioned by forest fires, and I am afraid the somewhat reckless use which has been made of our forest resources, have denuded vast districts and compelled those who are interested in the lumber industry to bring down their lumber from districts more and more remote from the centres of distribution. After a full review of all the information which I was able to collect, I came to the conclusion that in this province alone the Dominion had still a source of timber supply upon which no serious inroads have as yet been made. (Applause.) I shall not readily forget the impression produced upon my mind by the sight of the huge stems through groves of which I rode day after day on my passage over the mountains, and I do not hesitate to say that your hillsides are able to produce a supply which if wisely administered should for years to come be a source of wealth to the province. (Applause.)

There is another respect in which I think you will be largely benefitted by the improved communication afforded to you. I am under the impression that from this time forth the tide of settlement is likely to flow with great rapidity towards your country both from the old world and from other parts of the Dominion. In this respect you have an enormous advantage over all other districts which are in competition with you. You have here a climate resembling that of the old country rather than that of eastern Canada. I do not wish to exaggerate the terrors of a Canadian winter. Its severity is not inconsistent with the growth of an active and vigorous race (applause), and for myself I may say that I have suffered more from the damp winter climate of the Old World than from the brighter and drier cold of the New. It is, however undoubtedly the case that many settlers are deterred from coming to Canada by their knowledge of the rigor of its winter climate, and when once it becomes known that an emigrant can arrive here in less than three weeks from the date of his departure from Liverpool, and find on his arrival such a climate as yours, you will I think have plenty of occupants for your vacant lands.

With regard to your climate I have indeed only one complaint to make which is that some of your representatives in Parliament at Ottawa are a little unfeeling in their conduct towards those whose place of habitation is less fortunately circumstanced in this subject. These gentlemen are generally good enough to call upon me in the month of February, by which time the thermometer usually registers some 30° below zero, and when the ground has been for three months buried under a good many feet of snow, and I find that as a rule, after divesting themselves of their fur coats, they make a point of explaining to me that their latest advices from this province inform them that exotic plants of all sorts and descriptions are already blossoming in your gardens here. (Great laughter.)

So much for the province. But, sir, I think the completion of the railway is likely to prove of the greatest advantage to the whole Dominion. (Hear! hear!) The great difficulty with which the Dominion has to contend is her own size and the extent of the territory over which her population is scattered. There are people who have asked themselves whether the heart at Ottawa is likely to prove strong enough to pump blood into such remote extremities. I think we may say with confidence that in your case if the blood was to be pumped through the veins of a foreign body—if intending settlers in the country, visitors attracted by your scenery and members of parliament coming and going from the discharge of their official duties, were to be obliged, as they are now, to take a fortnight's journey by way of the United States, the circulation in your limbs would have proceeded but indifferently (hear! hear!)

And gentlemen, if what I have said with regard to the interests of the province and of the Dominion is true it is not less true that the

whole empire has a stake in this great enterprise and is interested in the construction of a trans-continental line running through British territory.

If there is one fact more remarkable than another in the political period through which we are passing, it is the manner in which the people both of Great Britain and the Colonies are awakening to the responsibilities which attach to such an empire as ours. How is that empire to be defended in the hour of need? How are we to secure that supremacy at sea which has so long been ours? To what extent may we count on the colonies and the colonies on us? These are questions which are being asked day by day at home and abroad. You have here a naval station likely, I think, in time to become one of the greatest and most important strongholds of the empire. (Applause.) You have a coal supply sufficient for all the navies of the world. You have a line of railway—part of which I had the pleasure of visiting to-day—which is ready to bring that coal up to the harbor of Esquimaux. You will shortly have a graving dock, capable of accommodating all but one or two of the largest of Her Majesty's ships. You have, in short, all the conditions requisite for the creation of what I believe is spoken of as a *place d'armes*. But, sir, it is unnecessary for me to point out to you that if that *place d'armes* was to remain inaccessible except by sea, and cut off from the rest of the Empire, its usefulness as an addition to the Imperial defences might under conceivable circumstances be very much restricted and diminished. It is therefore with no little satisfaction that I reflect that we shall henceforth be able to bring supplies, stores and material of war to this coast by an alternative route, direct, expeditious, and lying for more than half its way over British territory. (Applause.) I think, therefore, that we need be under no doubt as to the interests touched by the establishment of this line, and that we may be assured that if this province has a special interest in the matter, the whole Dominion, and not only the whole Dominion but the Empire at large, is likely to gain in strength and solidity by the change which is about to take place. (Applause.)

That change, fortunately for us all, comes at a moment when public attention at home and in the colonies is being generally directed to these imperial questions, and when the relations of the mother country and her great self-governing colonies are engaging the earnest attention of all thoughtful men. And, sir, it is not too much to say, that there never was a moment when it was possible to look with more satisfaction to the temper in which those relations are being discussed. Those relations were never characterized by a greater amount of cordial feeling and mutual respect than they are at present. These sentiments are not of a temporary character or due to accidental circumstances, nor are they peculiar to any party or class within the British community. The colonial policy of Great Britain is altogether outside of the disturbing influences of party politics. We are, as you know,

keen politicians at home, and party feeling runs pretty strongly with us as it does with you, but you will not find any political party or I will undertake to say any political section of the slightest importance, which is prepared to profess indifference to our colonial empire or to make party capital out of our colonial relations. (Loud applause.) We have lately had something like a political transformation scene at home and an unexpected and dramatic transfer of power from one party to another. Political society in Great Britain has been convulsed, but the vibrations of that convulsion have scarcely reached our shores. Both sides are equally sound upon the colonial question, and although you have been watching recent events at Westminster with the intelligent interest which you feel in all that concerns the fortunes of the mother country, you can be confident that as far as you are yourselves concerned the dethronement of one party and the arrival of another in its place involves no change which need in the slightest degree affect yourselves. A great change has come over public feeling at home as to our colonial empire. I remember reading a speech delivered not long ago by Lord Derby upon this subject. He pointed out and I think with much truth and force that there have been three well marked periods into which the history of our dealings with the great colonies may be divided. During the first of these periods Great Britain administered them for its own selfish ends, regarding them as so many outlets for British commerce, and guiding their affairs without reference to the present necessities or the probable future requirements of the colonies themselves. That period ended with the loss of the American colonies. To the period of selfishness succeeded a period of indifference. Finding that the colonies declined to be administered with a sole view to the interests of the British islands, it became the fashion to look upon them as useless excrescences which, as far as we were concerned, might be suffered with feelings of equanimity to drop off whenever it might suit them to do so, from the parent trunk. "These wretched colonies," said Mr. Disraeli, writing to Lord Malmesbury in 1852, "will all be independent in a few years, and are a millstone around our necks." I am old enough to remember the time when feelings of this sort were prevalent enough in the old country, although at this moment there are probably few persons who entertain them, and fewer still who would care to express them if they did. Lord Beaconsfield towards the close of his remarkable career would certainly have been the last person to do so. At the present time whether you turn to the speeches of Conservative leaders or to those of Radicals like Mr. Chamberlain with his bold conception of an English democracy marching shoulder to shoulder all over the world, you will find no uncertain note as to the future of our Colonial Empire. (Applause.) We have entered and are living in the third period of the life of that empire, the period of intelligent and reasonable partnership between the mother country and the colonies. Under that partnership there

have grown up sentiments of mutual attachment and respect so strong that many of our most thoughtful statesmen here and at home have been led to express a desire, not for relief from the responsibilities which attach to a colonial empire, but for a still closer union than that which now exists, and for a more highly developed form of association, a form of association resting more than at present upon contractual ties, defining with greater distinctness the duties and liabilities and the privileges of both parties to the contract, and approaching more closely to what I believe is commonly spoken of as a Federation of the whole empire. (Applause.)

Well, sir, that subject is much too grave and serious a one to be treated within the limits of an after dinner speech. These proposals have as yet not taken a very definite shape, or at any rate, if they have been formulated it has been by individual reformers rather than by the recognized leaders of public opinion either at home or in the colonies. There are, however, I think some considerations which are so obvious and unquestionable that we need scarcely be afraid to give utterance to them.

We ought in the first place, before we attempt to effect a radical alteration in the system under which the colonies are united to the mother country, to make up our minds that we will weigh thoroughly the substantial and undoubted advantages which we enjoy under that system, and that we will not let them go without a very clear understanding as to that which we are given in their place. I dwell upon the fact that those advantages are substantial and undoubted because there is always a tendency on the part of those who desire a change to take a pessimist view of the state of things which they wish to have altered. I have seen this tendency illustrated in a curious fashion: I had the pleasure of reading, not long ago, an interesting article in a review published on the other side of the frontier. The writer advanced reasons which were conclusive, in his opinion, in favor of a radical change in the relations of Canada and Great Britain. One of those to which most prominence was given was this. I will state it in the writer's own words: "Still another class of disadvantages must be mentioned as a result of the connection. The Dominion is enabled by being a dependency of Great Britain to borrow large sums of money upon favorable terms." This the author very candidly says is "certainly not regarded in Canada as a misfortune, but there is," he adds "good reason to think that it is a misfortune nevertheless." (Laughter.) So that the head and front of our offending is that your finance minister is, thanks to the British connection, able to go to London and get money rather below 4 per cent. (Laughter.) The writer proceeds to expatiate upon the disadvantages to which Canada is liable from the fact that her commercial treaties are negotiated through the British foreign office. I must say that I should hardly have regarded that as a disadvantage to the Dominion. (Hear, hear, and laughter.) Singularly enough throughout his lamentations I cannot find a single

reference to the existence of such a personage as the Canadian high commissioner, or to the fact that whenever commercial negotiations affecting the Dominion are in progress the Dominion government is invariably consulted at every stage, and that it is usual to associate the high commissioner for the purposes of the negotiation with the officials of the foreign office.

But, gentlemen, the matter does not stop there. Is it nothing that in whatever part of the world you may find yourselves you may claim the privileges of British citizens (loud applause), and expect the respect and consideration which all over the world a British subject is entitled to and will receive? Is it nothing that having as you have a growing trade and a large commercial navy and an extensive coast line on two oceans, your trade, your navy, your coasts, are under the protection of fleets which even the bitterest detractors are obliged to recognize as being superior to the fleets of any other nation in the world? Is it nothing that the whole of the resources of the British diplomatic service—a service of which the members in point of training and efficiency are not surpassed by the diplomatic service of any other nation—is available for the promotion of your interests? Is it nothing that the highest tribunal of the empire—a tribunal in which the most distinguished traditions of the British jurisprudence are enthroned—is accessible to you as it is to us? (Loud applause.) I have said nothing of the bonds resulting from a common origin and history, a common language and literature, and from public institutions closely resembling each other, and giving us an amount of freedom not enjoyed by any other community in the world. (Applause.) All these are no imaginary or unsubstantial bonds of union, and their value is recognized both here and at home. I say therefore let us before we attempt to alter and improve, at least take care that we realize the advantages which the present state of things undoubtedly affords.

But, gentlemen, when I say that, I hope you will not understand me as arguing that that state of things is in all respects incapable of improvement. I will in the first place take upon myself to say that if it could be shown that under existing arrangements the great colonies or any of them are not allowed a sufficient opportunity of making their wishes known in regard to matters of Imperial importance you will find nine Englishmen out of ten willing and anxious to improve those opportunities. For my own part, I am disposed to think that many of us are unaware of the extent to which the colonies are already consulted whenever questions affecting their interests are at issue. You have on the one hand the representative of the crown in residence at the capital and in constant communication both with your ministers and with the government at home. You have on the other hand the official representative of the Dominion living within a stone's throw of the colonial office and in constant communication with it. Whether you would improve very much upon this arrangement by, let us say, the admission of a few Canadian deputies to an Imperial parliament

sitting at Westminster, a parliament in which they would necessarily be liable to find themselves outvoted, even upon subjects of the greatest importance to their own country, by members from the other parts of the empire, I do not feel at all sure.

There is one other proposition I will venture to make, and that is, that I should view, and I cannot help thinking the people of Canada would view, with the greatest suspicion any proposal having for its object what might be described as the affiliation of the Dominion to the old country in regard to its fiscal system. You enjoy at present the fullest measure of independence in regard to the management of your own financial affairs, and I believe that there are few privileges more valuable in your eyes. As far as I am aware the only limits which the old country has sought to impose upon your complete freedom of action in this respect are two, that you should respect the treaty obligations which are binding on the whole empire, and that your tariff system should not, to any appreciable extent, deny to the mother country any advantages conferred on a foreign power. Within these limits the most complete discretion has been cheerfully conceded to you, and I am not afraid to confess that I should regard with apprehension any attempt, however well meant, to invent a financial system which should be applicable to all the different parts of the British empire, with their varying and, I am afraid, sometimes incompatible interests.

The only other proposition which I should venture to urge is this, that if there is any point at which we may reasonably hope to improve the conditions of the partnership already existing between the old country and her colonies, that point is to be found when we come to a consideration of the defences of the British empire. That is a question which recent events have brought prominently under our notice. How do we stand in regard to that question? We must, in the first place, bear in mind that the Imperial Government has placed upon record a formal admission of its responsibility for the defence of Canada from foreign aggression. That is a pledge from which it has never sought to recede, but if it is to be fulfilled it appears to me to carry with it a correlative obligation on the part of the colonies to do what lies in their power to strengthen their own local defences, and to place their forces in a condition fitting them to bear their part in any great imperial emergency.

I am bound to say that nothing could be more satisfactory than the attitude of the great dependencies of the empire in regard to this question. It is one of the most vital importance to the empire. It is one in which this part of the Dominion, situated as it is, has a very especial interest, and I do not know any question more deserving of earnest consideration by the governments both of the Dominion and of the Empire. (Applause.) We on our side have admitted without any reserve our responsibility for your defence. You on your side are, I believe, ready to second our efforts, and more especially in regard to your local defence to undertake so much of this liability as properly

belongs to you. But, Sir, these questions cannot be left to the inspiration and impulse of the moment. They are, rather, matters to which every one of us is bound to give his most attentive thought. It is above all important that they should be thoroughly considered in the colonies themselves, because you may depend upon it that in dealing with these questions it will be the desire of the Imperial government to act with you and not in spite of you, and that nothing will so much conduce to their settlement as a clear definition by yourselves of that which you yourselves desire. (Applause.) I feel sure that these subjects will be considered by you as they will by us, under the influence of a deep conviction that the unity of the empire is worth preserving, and that from one end of it to the other we are alike interested in preserving for those who are to come after us the magnificent heritage which the courage and enterprise of our predecessors has secured for ourselves. (Great applause.)

LORD LANSDOWNE IN MANITOBA.

BANQUET IN WINNIPEG.

HIS EXCELLENCY'S REVIEW OF HIS TRIP THROUGH THE NORTH-WEST.

ON Thursday, the 22nd October, His Excellency the Governor-General visited St. Boniface, Manitoba. Addresses from Archbishop Taché and clergy, the town, the convent and the college, were presented and suitably replied to. The party having returned to Winnipeg, a dejeuner in honor of His Excellency took place in the Roller Rink, which was handsomely decorated for the occasion, and around the walls were appropriate mottoes, including "God Save the Queen," "God bless the Prince of Wales," "Winnipeg Welcomes His Excellency," "Happy Homes for Millions," "Encourage Immigration," "C. P. R., Atlantic and Pacific." Mr. C. J. Brydges presided. The guests included Lieutenant-Governor Aikens, Archbishop Taché, Chief Justice Wallbridge, the Bishop of Rupert's Land. In reply to the toast of his health His Excellency spoke as follows:

THE GOVERNOR-GENERAL'S SPEECH.

Mr. Chairman, Your Honour, Ladies and Gentlemen:—The magnificent reception with which you have welcomed me back to Winnipeg, the appearance of your thoroughfares last night, the illumination of so many of your public buildings and private residences, and last, but not least, this splendid entertainment, have left a very deep impression upon my mind. Permit me to add that if anything was wanting to give completeness to that reception I have found it in the eloquent remarks which fell just now from Mr. Consul Taylor. (Applause.) Let me before I go further thank him cordially for what he has said; let me assure him that no ambition is nearer to my heart than that while I have the honour of being connected with the public affairs of the Dominion of Canada, its relations with the great Republic which

adjoins us may be of the most intimate and amicable character. (Applause.) Let me, too, corroborate what he has told you as to the action of the Government of the United States during the somewhat critical period through which we passed during the present summer. I am very glad that he has given me this opportunity of publicly acknowledging our obligations to his Government in this respect. Let me also join with him in expressing my hope that the negotiations now in progress between the Dominion and the Government of Washington for a renewal of commercial relations—negotiations which I believe have been entered upon in a spirit of the utmost confidence and good will on both sides—may be carried to a successful issue.

Mr. Chairman, your city had already given me its formal welcome as I was passing through it on my way westwards. No want of respect would have been shown if you had let me pass through Winnipeg the second time unnoticed and unhonoured. You have, however, given me on my return from a holiday trip, a welcome which a victorious general would not have despised. But, sir, the explanation of this action on the part of the citizens of Winnipeg is not difficult to seek. They felt that their loyalty to the Queen required something more than those formal manifestations which usage had consecrated, and it is for that reason that last night and to-day you have met the Queen's representative with these remarkable manifestations of your good will. (Great applause.) In your kindness to me there is perhaps a slight element of cruelty, for I feel entirely unequal to the task of saying anything to you worthy of the occasion. I may say, indeed, that during the few weeks that have elapsed since I last had the pleasure of meeting you I have travelled over so much ground and encountered such a number of novel experiences and excitements that I feel as if I stood more in need of the quiet retirement of my study than of an opportunity for making public speeches. I am afraid, therefore, that everything which I am able to say to you this afternoon must of necessity bear traces of being somewhat imperfectly digested. It may, however, interest you to know how we have been spending our time since we saw you last, and if you care to listen for a few moments to what I fear will amount to a bare and unornamented enumeration of the different stages of our journey, I am quite ready to make it. I shall be content if the knowledge that it is possible to see so much that is wonderful and attractive within a few days inspires some of you with a desire to follow in our footsteps and to know a little more of the marvellous country which is yours.

Our first object after leaving Winnipeg was to visit the two branch lines which, leaving the main track at Winnipeg and Portage la Prairie respectively, traverse the northwestern and southwestern portions of this province. We travelled to Manitou by the one, and for a few miles beyond Minnedosa by the other. Let me, in the first place, say how glad I am to find that the construction of those branch railways

is proceeding so satisfactorily. Branch lines of railway are absolutely necessary if the resources of this country are to be properly developed. (Cheers.) They are as necessary to the main line as limbs are to the human trunk. That is a conclusion which I think your own people have expressed pretty distinctly on many occasions. It is indeed perfectly obvious that the finest wheat land in the world will be next door to valueless if its distance from a railway station is so great as to impose what is virtually a prohibitory tax upon every bushel of grain which is carried to market. Travelling along both of these lines and again in the neighborhood of Brandon, I saw a greater extent of first-rate arable land than it ever had been my good fortune to look upon before. (Cheers.) I do not mean by this to say that all the land through which we passed was of the same first-rate quality. There was, on the contrary, and particularly in close proximity to the tracks, which often followed gravelly and comparatively unproductive ridges, a good deal of thinner and apparently poorer soil. A great deal of it, however, is of extraordinary richness. I may also observe that at some points, and notably in the neighborhood of Minnedosa, there is much agreeable scenery and undulating land relieved by copsewood and lake, and likely to prove attractive to those who object, as some settlers probably will do, to the monotony of the flat prairie. During our journey through these districts I had the opportunity of meeting and conversing with a considerable number of the settlers, and was glad to find them, almost without exception, hopeful and full of faith in the future of their adopted country. We heard, it is true, a good deal with regard to the injury done to the crop by early frosts, and there can be no doubt that in certain districts that injury has been serious. I do not, however, believe for a moment that this obstacle, of which I do not wish to underrate the importance, is going to be fatal to the cultivation of wheat in this province. That is, I think, the opinion of the settlers themselves, and I must say that I was delighted to find that, even where the injury was greatest, those who had suffered by it, far from admitting that this difficulty was an unsurmountable one, were addressing themselves in a manly and courageous spirit to the task of devising means by which they might counteract it in the future. And I have no doubt they will succeed. I say this not because I wish to pretend to any special knowledge of agriculture, but because I know that in all parts of the world agriculturists have found it necessary to adapt the methods which they pursue to the local and climatic requirements of the districts in which they have to live. This is the case with regard to the breeding of stock, as well as the raising of crops, and I have no doubt that in time the farmers of Manitoba and the North-West will find it possible to adopt a system of wheat growing by which they will contrive to elude the enemy which has up to the present time punished them so severely in some districts. We must recollect in the first place, that it by no means follows that, because there has been early frosts during the last

three seasons, they will always recur at the same time of the year. We have lately had in the Old Country four or five wet summers in succession, but no one believes for a moment that they will continue for an indefinite time. There is no district in the world in which agriculture is not pursued subject to some drawbacks, and it is probable that in this country there will always be a certain amount of injury from this particular cause. The whole matter, however, lies within a very small compass. A fortnight's earlier maturity, whether obtained by the selection of a different variety of grain or by earlier sowing, would, I fancy, get rid of the trouble altogether. The visitations of the frost are also, we must remember, very partial in their character. We saw many samples of first-rate quality grown on the lands adjoining those where the damage had been greatest, and I have heard the opinions expressed by some good judges that, as the area of cultivated land in the country increases, and the sub-soil becomes more generally broken up, we shall find that the land will become drier, and consequently more and more free from frosts. It is also to be borne in mind that in many cases the grain which had suffered most has been grown upon newly broken land, upon which, after the sod has been thoroughly pulverized by one or two more croppings, we may fairly expect to see the berry ripen earlier than it does at present. We should at any rate not allow ourselves to be over-frightened. (Applause.) I may say that I think a good deal of responsibility rests upon those who, having been unlucky in this respect, at once write to the newspapers, representing this country as a frost bitten wilderness, and warning intending settlers coming near it. This part of the Dominion has indeed been injured seriously both by those who take a much too gloomy, and those who take a much too sanguine view of its prospects. I scarcely know which does most mischief, the false impression, created by hasty generalizations, founded upon exceptional cases, such as those which I have described, or the over-colored accounts of the advantages enjoyed by settlers in the North-West, which one sometimes reads—(hear, hear)—and which represent your prairies as possessing a soil and climate such as those which the ancient poets ascribed to the Islands of the Blest, where the earth bore its fruit without the husbandman's toil, and the vineyards flourished untouched by the pruning knife.

We cannot indeed form any estimate of the future of wheat growing in this country without the utmost caution. The fall in the prices of wheat, which, I hope, touched bottom last year, must indeed have caused many of us to pause and ask ourselves whether the time might not come when, in the face of such prices, it would become impossible, even with the finest soil in the world, to grow a bushel of wheat at a remunerative price. If you care for my opinion, I will give it to you for what it is worth. I am inclined to think that for some time to come the price of wheat is likely to rule low, probably not much higher than it does at present. That is, however, a state of things which

must in time pass away. The relations in which the demand for, and the supply of, this great staple of human food stand to each other, must inevitably fluctuate from time to time. Sometimes there will be too many mouths to feed, and not enough food to put into them; sometimes, when great additions are suddenly made to the food producing area, the supply increases suddenly and altogether outstrips the demand. That has been the case within the last few years. From the Western States of America and from British India enormous supplies of wheat, grown probably at a very small profit, have been poured into the markets of the world. There are several considerations of which we should not lose sight. In the first place the number of mouths is always increasing, and for the present at all events there is nothing to show that the increase is likely to be arrested. The time must come when, to some extent, at all events, the demand must again tend to overtake the supply. I was told the other day upon excellent authority, that at the present time the United States consumed all but 5 per cent. of the total amount of wheat and corn produced within them. The time will come when this part of the Dominion will be fully occupied by settlers, just as in the case of the Western States settlement followed upon the construction of the great trans-continental lines, and when you will require here an annually increasing proportion of the cereals which you are able to produce.

This is, however, by no means the only consideration which justifies the belief that you may look forward to an increasing demand for the great staple of this country. You must not forget that the old world is coming every year to depend more and more upon the new for its food supplies. It is more especially in the old country that the proportion of imported food stuffs shows a phenomenal increase. Twenty years ago Great Britain imported wheat and wheat flour to the value of £27,000,000. We now import them to the value of £80,000,000. Twenty years ago we imported a million and a half hundredweight of meat; we now require six million hundredweight. The total value of the food stuffs imported by Great Britain alone in 1883 reached the enormous total of £171,000,000, and that figure you may depend upon it is one which will increase rather than diminish as the population of Great Britain becomes larger. Those food supplies are drawn from almost every country of the world. Now I had occasion the other day in addressing an Ontario audience to point out how very small a proportion of this immense sum represented imports from British North America. Of that total of £171,000,000 about 20 per cent. comes to us from the United States, about 10 per cent. from Germany, about 8 per cent. from British India, while from British North America we take only a little over 3 per cent. Taking the case of wheat and wheat flour by themselves, our total imports reach the value of £44,000,000. Of this we take 3 per cent. only from the farmers of this country. I cannot bring myself to believe that this state of things will continue.

There are many indications that it is not likely to do so, and that we shall be obliged as time goes on to look more and more to the broad acres of this country for our supplies of food. (Applause.) I am a little nervous in speaking about the United States before my friend Mr. Consul Taylor, but unless we are misinformed, the soil in many parts of the United States, which now send us our largest supplies of wheat and flour, is in many districts showing signs of exhaustion and yielding a yearly diminishing return. That return now stands I believe at a little over 12 bushels to the acre. We must not forget too that in the States, land for nothing is a thing of the past, while the estimated number of acres available for agricultural purposes in Manitoba and the North-west Territories, including the Peace River district, is, I am told, no less than 300,000,000, of which less than 12,000,000 are already occupied. Now if you compare the position of a Canadian settler with his free homestead, his unexhausted soil, and a yield, which we may take, I think, without being over sanguine at 20 bushels to the acre, with his competitor in the States producing between 12 or 13 bushels, upon land which has been mercilessly cropped for a great number of years, I do not think the Canadian need have much anxiety as to the result. (Cheers.) I have seen it said, on what I believe to be excellent authority, that in parts of British India, which next to the United States sends us our largest supply of wheat, the crops have lately been grown at a cost which is barely repaid by the prices obtained for them. It is therefore not too much to say that with abundance of fertile soil, with every scientific appliance for its cultivation, and with easy access by railway to the great centres of distribution, your farmers are pretty well provided with the conditions of success, and I shall be surprised, if before ten years are over, the terrors of low prices and early frosts do not become things of the past. (Loud applause.)

But, gentlemen, my engine has got off the rails, and I must resume my journey or I shall detain you too long. We spent a quiet day at the thriving little city of Brandon, of the neighborhood of which I had yesterday another opportunity of seeing something, and we then paid a visit to the Bell Farm at Indian Head, where we spent a very pleasant and interesting day. I do not think I need inflict upon you an account of all that we saw there—first, because it has already been described fully and accurately by many other visitors; secondly, because I do not think that any arguments founded upon the experience of the Bell Farm, where wheat growing is carried on under conditions, and with appliances and facilities for access to the railway, not by any means generally enjoyed by Manitoba farmers, would be worth much as bearing upon the general question of wheat raising in this country. (Loud applause.) I should, moreover, be sorry to look forward to a future for this country, in which it shall become nothing better than a huge wheat field upon which the human beings would not be much more numerous than the self-binders. I say this because, in the first place, wheat growing is

not farming in the proper sense of the word, and, however great the fertility of the soil, I question whether there is any which will stand continuous wheat production without eventual deterioration. If I had to describe the future which I should desire for your province, I should say that I hope to see it some day resemble a portion of the province of Ontario, through which I have lately had the pleasure of travelling, a district divided into farms of a moderate size, equipped with comfortable homesteads and devoted to mixed farming. (Loud applause.) There is no reason why the agricultural system of Manitoba should not come to resemble that of Western Ontario.

From Indian Head we made a pleasant excursion to the beautiful Qu'Appelle Lakes, where I was glad to find a number of bright and intelligent Indian lads receiving a good education under the kindly guidance of Father Hugomard. Leaving Fort Qu'Appelle we regained the line at Troy station after a ride which would have been more agreeable if we had not missed our way just before dark, and spent some time in recovering it. I have often been told that I should be impressed by the extent of your prairies, and I must own that upon that particular occasion they appeared to be two or three sizes too large for our personal convenience. (Laughter.) We proceeded hence to Regina and spent a day agreeably at the Capital of the North-West Territories, where we received a welcome not less cordial than that which your people have been good enough to extend to us. We then travelled westward until we reached Dunmore, where we joined the new line recently constructed by the Galt Company to Lethbridge. Here we made ourselves acquainted with an industry, the development of which is likely to produce a very marked effect upon the future of this part of the Dominion. In the cliffs of Lethbridge and the vicinity there appears to be stored a boundless supply of excellent coal, which will bring warmth and comfort to thousands of Canadian homes, and the discovery of which will go far to meet the criticisms of those who are in the habit of describing the North-West as having a climate of exceptional severity, without the necessary means of encountering it. (Great applause.) In this district alone there are, according to the recently issued geological report, some 150,000,000 tons of excellent coal available.

At Lethbridge we deserted the railway track for a time, and exchanged the cars for what is to me a very much pleasanter conveyance, a good broncho horse. During our first day's ride we had, thanks to the courtesy of Messrs. I. G. Baker & Co., an opportunity of seeing something of one of their huge herds of cattle, and of the acts of prowess which their cowboys are able to perform with horse and lasso. We ended the day with a long and interesting meeting with the Blood Indians, and we pitched our camp in a delightful spot not very far from their reserve. Upon the following day we pressed on, still on horseback, as far as the Cochrane ranche. We were now within sight of the magni-

ificent panorama of the Rocky Mountains, and I wish that my powers of description were sufficient to enable me to give you an idea of the sight which met our eyes, when a little before sunset we found gathered before us in a kind of natural amphitheatre surrounded by rolling hills thickly covered with the nutritious grasses of the country, a herd of some 5,000 animals, which had been rounded up in honour of our visit. Of these the great majority showed abundant evidence of the good results which have followed from the introduction of high class male animals. A number of these pedigree bulls were to be seen throughout the herd, and it did not require an experienced eye to detect the impression which had been left on their offspring by the carefully selected sires of the Shorthorn, Polled Angus and Hereford breeds, which we saw surrounded by their respective harems. The scene was altogether a striking and remarkable one, the more so when it is remembered that of these Canadian ranche cattle scarcely any have been exported to Europe, the whole marketable supply being required either for the support of the Indians or for local purposes. (Applause.) From this point we travelled, still on horseback, to Fort McLeod, and thence to Calgary, a long but most interesting ride, pursued for the most part within sight of the Rocky Mountains and through rolling prairie, suitable for carrying large herds of cattle or flocks of sheep. Calgary is a busy and enterprising little town, the situation of which is not only picturesque in the extreme, but one which will, whenever a large transcontinental traffic becomes established, give it very considerable commercial advantages.

From Calgary we travelled eastward for a few miles in order to visit the Blackfoot Indians. I am glad to say that I was most amiably received both by these and by their kinsmen, the Bloods, and that I obtained from both, and especially from Crowfoot, the venerable Chief of the Blackfeet, assurances, of the sincerity of which I have no doubt, that their conduct would be not less satisfactory than it has been during the trying times of the summer through which we have just passed. (Applause.) It is impossible to meet these poor people and to listen to their statements without the deepest feeling of sympathy for their present position. They are the Aboriginal inhabitants of this continent. They regard themselves, and not unnaturally, as the legitimate occupants of the soil. We can scarcely be surprised, if, now that the buffalo upon which they have subsisted for so many years past has become almost completely extinct, their hearts occasionally sink within them when they see, as they express it themselves, that the white man is getting rich and the red man poorer with every year that passes. It is quite unnecessary to discuss the question of their so-called title to the lands of the North-West. The strength of their title if they have one is not in its legal aspect, but in the moral claim which they have to the most considerate treatment at the hands of those who have been brought into the country upon that irresistible tide of civilization before whose advance the native races have dwindled and receded. I

am glad that the Government of the Dominion has never failed to recognize its obligation to deal gently and humanely with them and that we have upon the whole been extremely successful in doing so. (Applause.) The problem is a very difficult and intricate one and requires the greatest patience on the part of those who have to solve the difficulty of keeping these unfortunate beings from starvation without pauperizing them, and of leading them by methods which must necessarily be slow and gradual, and at first full of disappointment, towards a civilization which at present seems to be so far beyond their reach. (Applause.)

We now once more turned our faces westward, and soon found ourselves amongst the crags and precipices of the Rocky Mountains, which we ascended so gradually and with so much ease to ourselves that it was difficult to believe that we had at last reached the summit of the famous Kicking Horse Pass. I ought perhaps to refer in passing to two points of special interest which presented themselves at this stage of our journey. One of these is a magnificent spring of mineral water of warm temperature and evil odour—(laughter)—possessing, I have no doubt, valuable medicinal qualities, in which our party enjoyed one of the most luxurious baths which I ever took. I have little doubt that the time will come when our Canadian invalids will repair to Banff instead of Aix les Bains or Wiesbaden for the restoration of their health by libations of sulphur water, and by the respiration of pure mountain air, which I have always regarded as having more to do with the cure than any other part of it. The second point is the discovery in this neighborhood of a seam of very high class coal which, I understand, more closely resembles the hard coal of commerce than that found further to the east. (Applause.)

We now travelled down the famous temporary gradient of $4\frac{1}{2}$ per cent. by which the line descends the western slope of the Rockies. It will perhaps be sufficient if I tell you that we accomplished this part of our journey without even a momentary qualm, and with a steadiness and sobriety of movement which I never knew exceeded in my travelling days. The Rocky Mountains once traversed, the ascent of the Selkirks begins. It would require the language of a great poet or the brush of a great painter to do justice to the scenery which here surrounded us. This was to my mind the grandest and most wonderful portion of our journey. I will not attempt the task of describing it, and I will only tell you that at this moment my feelings for those who have not seen these natural wonders are feelings of the deepest pity, feelings which I shall exchange for the most unutterable contempt if within a few months after the opening of the line, they do not avail themselves of the facilities afforded to them for seeing a region, the natural beauty of which I believe to be unsurpassed in any other part of the world. (Applause.)

At this point, soon after leaving the summit, we again quitted the

cars and commenced our journey across the gap, the length of which at that time reached about 47 miles, an extent, let me say, which would beyond all doubt have been very much shorter had not the exceptionally heavy rainfall of the late summer in many places carried down from the hill-sides an almost ceaseless flow of clay and gravel and seriously retarded the operations of the contractors. Our first night was spent in camp on the banks of the Columbia River, close to the village of Farwell, a bustling little place of some 400 inhabitants. Every house in it was destroyed by fire a few months ago, but it has risen from its ashes and is now full of life and activity. Its position, in a fine open valley where the railway crosses the waters of the Columbia River, which are navigable up to this point, gives it very considerable advantages. It is, however, as a centre of mining industry that Farwell expects to achieve great things. Immediately to the north of the settlement lies the auriferous region contained within the famous Big Bend of the Columbia River—a region within which the presence of deposits of undoubted richness has long been known. These deposits have been already worked to a very considerable extent, but the immense difficulties of transport and the prohibitory prices of all the necessaries of life have hitherto been an unsurmountable barrier in the way of the successful prosecution of this enterprise. There is every chance that the season of 1886 will see a great rush of miners to these gold fields, and I hope a great accession of wealth and prosperity to the town of Farwell. (Applause.)

I shall always consider myself fortunate in having been compelled to ride on horseback by easy stages over this most interesting section of the line. New wonders are revealed at every turn of the road. Snow capped pinnacles of vast height and fantastic shape, great glaciers, precipitous cliffs, raging torrents, tranquil lakes, while almost throughout the whole length of the journey there rise on all sides trees, the like of which I had dreamed of but never seen. I shall never forget the spot in which our camp was pitched on the evening of one of the two days which we spent in traversing the gap. Our tents stood at no great distance from the clear waters of a mountain lake, in a narrow glade surrounded on every side by cedars, not the cedars which we are used to in old Canada, but a variety to which the botanists have very properly given the name of *Gigantea*, and which tower 200 feet and more towards the sky. By the light of our camp fire it was possible to see these huge gray stems stretching upwards until they lost themselves in the darkness, reaching, for all we knew, to the stars that twinkled down upon us from the vault above, and this grove, the trees of which were probably 9 or 10 feet in diameter, was only a fair sample of the forest which, composed partly of these and partly of the beautiful Douglas fir and hemlock, clothed the hillsides for miles on either side of us. In order to realize the importance of these forests we must remember that it is in British Columbia alone that we have still a large tract of timber-bearing country, upon which as yet scarcely any impression has been made either by fire or the axe.

But our eventful ride came to an end, and we found ourselves once more on the cars and travelling over the Onderdonk line along the valley of the Thompson River towards the Pacific Coast. We had a delightful cruise on the beautiful Shuswap lakes, a veritable British Columbian Killarney. (Applause.) We spent one night here and a second at the picturesque little village of Yale—one of the loveliest spots, where almost every thing is lovely or interesting, and one which is, I think, likely to be largely frequented by tourists whenever the attractions of this route come to be more generally understood. If we wanted the poet and the painter in the Rocky Mountains and the Selkirk, we wanted them not the less as we flew along the marvellous canons of the Fraser River, the windings of which we followed through scenery of marvellous grandeur and wildness, the turbid waters of the river flowing at our feet and directly below us, until, as the valley broadened out and revealed longer and wider stretches of cultivable land, we left it to strike the salt water at Burrard Inlet, upon which the terminus of the line is to be established. Here we took steamer and sailed for a few hours over the quiet waters which divide the mainland from Vancouver Island. Behind us rose the high peaks of the coast range, before us the magnificent outline of the Olympian Mountains, while far away to the south Mount Baker, with its 15,000 feet of height, loomed up distinctly in solitary grandeur against the sunset sky.

We arrived on the evening of the 6th at Victoria, the busy and prosperous capital of the Pacific Province of the Dominion. The next few days were spent in visits to different portions of the Island, to Esquimalt, where the graving dock, destined to be of so much service both to our imperial and mercantile navies, is making good progress, to Nanaimo, where we saw something of the coal mines so important to this portion of the seaboard, and to New Westminster, the picturesquely situated mainland capital of the province. It would be idle for me to attempt to describe all that we saw in this most attractive and interesting portion of the Dominion. There are, however, two observations which I should like to make in regard to it. The first is this, that we found the people of British Columbia without exception, full of confidence in the results likely to be achieved by the completion of the Canadian Pacific Railway for their province, and ready to forget the many disappointments and anxieties occasioned to them during the earlier history of the line, in the contemplation of the great advantages, material and political, which its successful construction is likely to bring to them. Confederation will, as far as they are concerned, be henceforth, to use their own expression, a matter of fact and no longer of theory. (Loud cheers.) I would in the next place observe that if any sacrifice has been made for the sake of bringing the Province of British Columbia into closer connection with the rest of the Dominion, that sacrifice was well worth making for the

sake of joining to ourselves a country possessing such natural advantages and attractions as British Columbia. Its natural resources are considerable. It has immense wealth of timber, of minerals and of fish. In regard to its timber it has, as I have already said, a larger area of untouched timber lands than any other portion of the continent. As to the fish I can perhaps give you the best idea of their abundance by mentioning that salmon this summer were selling on the Fraser River at one cent a piece. (Applause.) Its scenery is grand and majestic, without sternness or severity; its peaceful inlets fringed with varied foliage; its quiet waters alive with fish and fowl; its genial and equable climate, resembling in many respects that of the old country, require to be known in order to be appreciated. We may all of us, I think, look with pride and satisfaction to the closer union which has now been brought about between ourselves and this most interesting portion of the Dominion.

We now set our faces homeward again. Of our homeward journey I need only tell you that the scenery appeared to us even finer than before when we saw it for a second time, and that we found the gap reduced in length by 20 miles during our short absence. We travelled rapidly over the prairie, spent an agreeable day at Brandon, and yesterday evening found ourselves in the hospitable city of Winnipeg, and receiving from its inhabitants a reception such as I, for one, never expected to receive in my official career. (Applause.)

I have told you, I am afraid in very trite and unimaginative language, the story of our wanderings. I have returned from them with impressions which will remain indelibly impressed on my mind. Amongst these is, in the first place, that which has been left by the invariable kindness and attention which we experienced at the hands of all those with whom we came in contact during our journey. From first to last we were received with an amount of courtesy and consideration which added greatly to the pleasures of our travels. I must mention more especially in this connection the thoughtfulness and attention of the officers of the North-west Mounted Police who took charge of us during our long ride over the prairie. Nor were we less fortunate in the arrangements made for us from the beginning to the end of our railway journey by the officials of the Canadian Pacific Railway to whom I fear our somewhat erratic movements must have occasioned a great deal of trouble, but who, both while we were on the cars and during our ride over the uncompleted portion of the line, spared no efforts to make our expedition agreeable to us. There is another thought which has also been frequently in my mind during the last few days. It is impossible to travel from this city to the western ocean without feelings of admiration for the courage, and I am almost tempted to say the audacity, both of those who first conceived and of those who have carried to a successful consummation this great national work. The construction of the Canadian Pacific railway stands alone in the history

of great achievements in railway building. (Applause.) The physical difficulties which had to be overcome, the shortness of the time in which the work has been completed, the small numerical strength of the nation by which the task has been undertaken, are without a parallel in the history of similar undertakings. Our neighbors in the great Republic which adjoins us, have, it is quite true, built their transcontinental lines, but it is one thing to follow the route of a waggon road which has been in use for upwards of twenty years, and another to build such a line as that which carried us to the Pacific. No one who has not threaded the maze of mountains through which your line runs—a maze through which no path, not even a hunter's trail had been carried until the surveying parties of Mr. Moberly and Major Rogers, men whose names certainly deserve a place upon the honor roll of the Dominion, discovered these passes—can have any idea of the stupendous character of the task. (Continued applause.) Its successful completion may well be regarded with pride and with admiration, both for the moral courage of those who from the first never doubted the possibility of this great achievement, and for the enterprise and skill of those who have been responsible, first for the location and afterwards for the construction of the line through a country presenting such enormous difficulties.

Well, gentlemen, there was another thought which forced itself upon my mind during my travels. All this country over which we have been passing, its natural resources and physical beauties, belong to the Dominion of Canada. You are entitled to write the word Canada across the northern half of this continent, placing, if you like, the letter C on Vancouver's Island, and the letter A on the Maritime Provinces. But, gentlemen, the map is, after all, merely a geographical expression. (Loud applause.) It is impossible to look upon this continent now sparsely inhabited by a few million of human beings without reflecting how small are the interests of the present compared with those of the future which lies before us. Let us then keep our vision fixed upon that future, and let us remember how vast is the load of responsibility involved by the ownership of this great country. Its destinies are in your hands. By the vigor with which this national enterprise—this national highway over which we have just travelled—is being carried out, you have shown your intention of leaving nothing undone for the material and political consolidation of the Dominion. But the work is not ended. The completion of the Canadian Pacific Railway has merely supplied a condition without which that work could not have been carried out successfully. Confederation without the railway was not worth the paper on which the British North America Act was printed. But the railway will not achieve the results which you expect unless from one end of the Dominion to the other, your people endeavor by mutual consideration and forbearance, by the sacrifice of all sectional interests, by fostering a national spirit, to bind province

to province and city to city. If I could venture to give you advice I should say, let us all, let the Dominion Government at Ottawa, the Provincial Government in each province, the municipal authorities in your cities, let every citizen in his own place keep before themselves a consciousness that the present generation is not here in order that it may shape the fortunes of the country for its own selfish ends or temporary convenience. (Great applause.) Let us bear in mind that we are trustees for those who will come after us, for the millions who will one day replace the thousands now upon the soil, that our first duty is so to regulate our conduct at whatever point it touches the public affairs of the nation that when we are gone our successors may say of us that in the early days of the history of their country those who were in the position to mould its young destinies used with wisdom and foresight, and with a full sense of their responsibilities, the tremendous opportunities which Providence placed within their reach. (Tremendous applause).